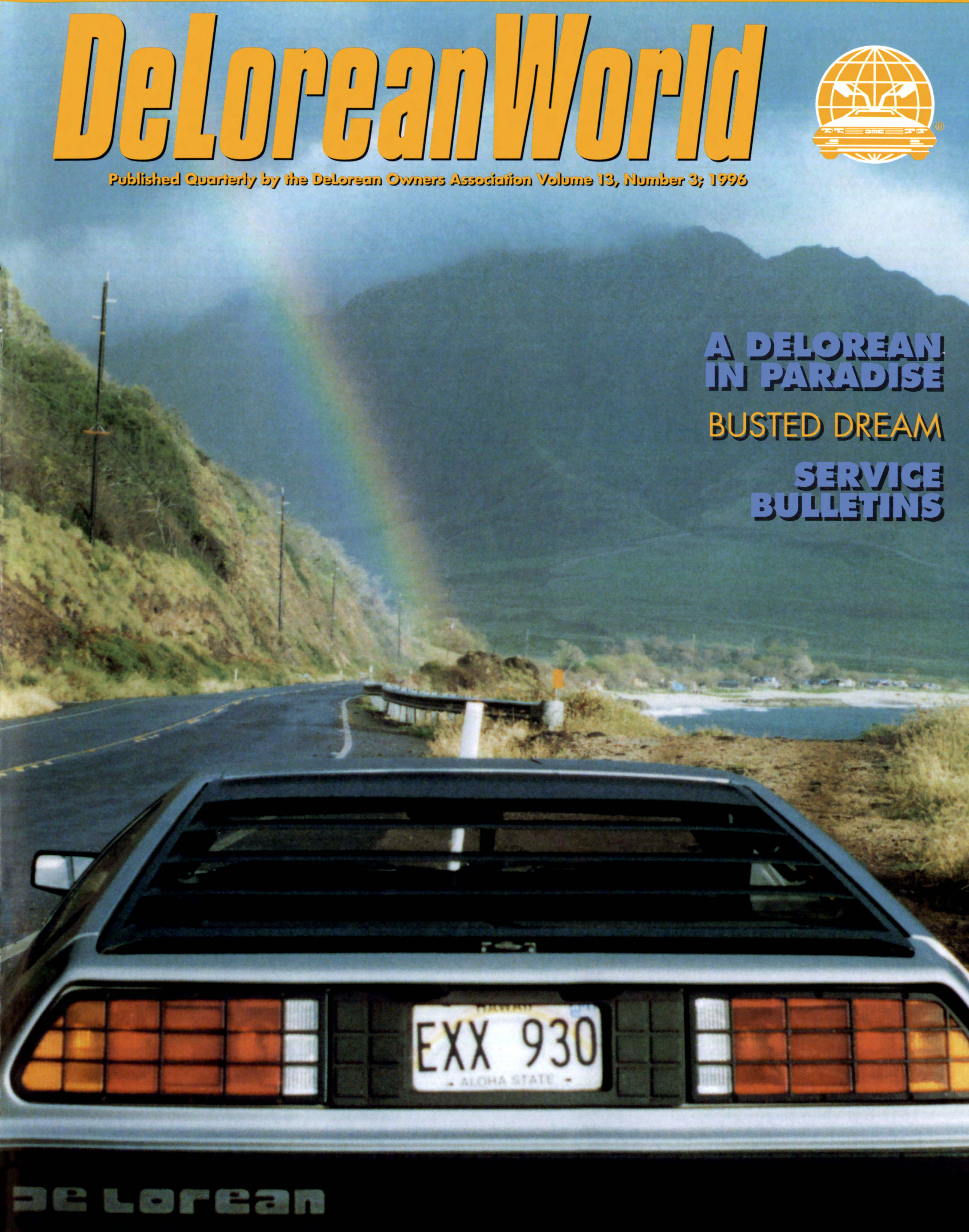
# DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 13, Number 3; 1996

## A DELOREAN IN PARADISE

## BUSTED DREAM

## SERVICE BULLETINS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# DE LOREAN

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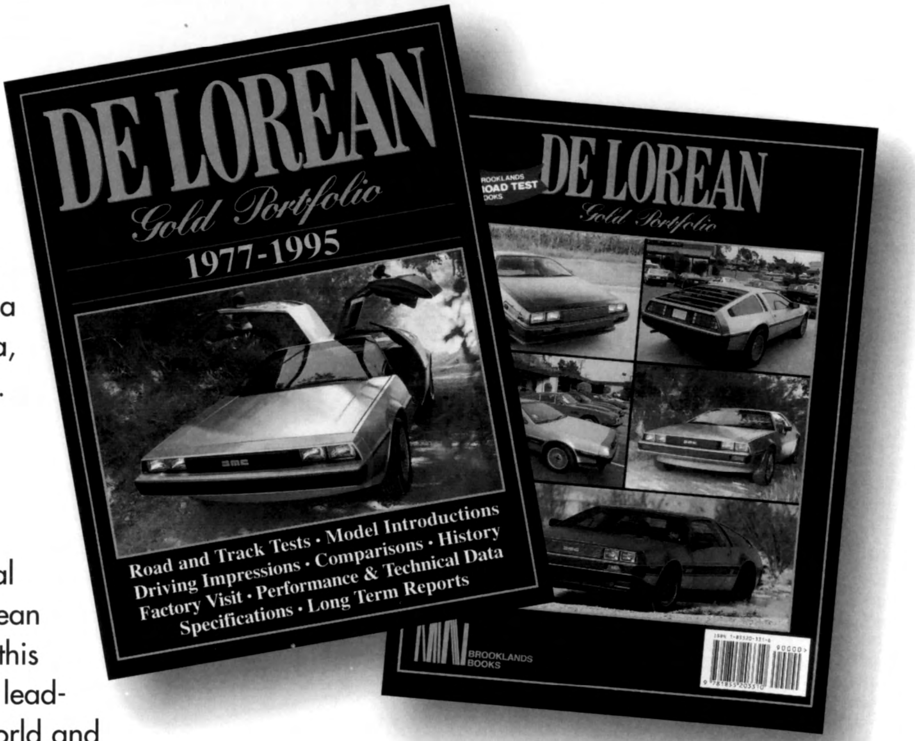
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Gold Portfolio
1977-1995
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Factory Visit · Performance & Technical Data
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DE LOREAN
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BROOKLANDS BOOKS

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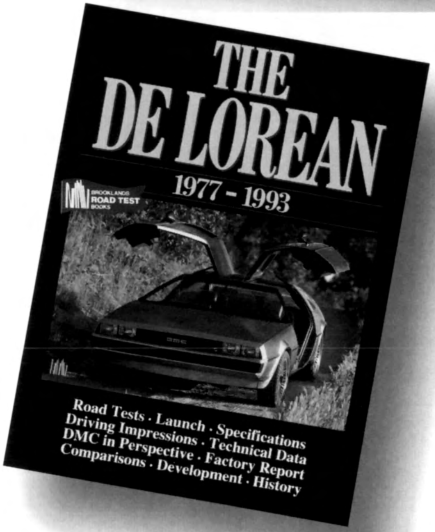
THE
DE LOREAN
1977 - 1993
BROOKLANDS ROAD TEST BOOKS
Road Tests · Launch · Specifications
Driving Impressions · Technical Data
DMC in Perspective · Factory Report
Comparisons · Development · History

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*Honolulu, Hawaii*

# DELOREAN WORLD

Volume 13, Number 3; 1996

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# DeLoreanWorld

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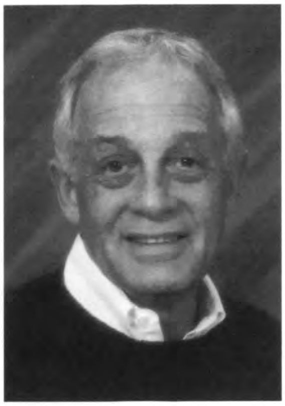
# PRESIDENT'S MESSAGE

*By Ed Bernstein*



## SPRING 1883

The sun shone brightly on the clear, May, Sunday afternoon. The small peasant village square was about 100 miles from Moscow.

They had waited patiently for hours, but their enthusiasm waned as the sun began to set. "Is he here yet?" "He's over four hours late." "He'd better come soon or else I'm going home," they murmured.

The "Great Teacher" was to stop at the village on his journey to Vyatka. About 1500 people had gathered from neighboring villages and farms throughout the adjacent countryside to hear him speak and learn from his words of wisdom. But, as daylight began to surrender to the night, it became increasingly certain that he would not arrive and the once jubilant crowd began heading homeward.

## SUMMER 1883

It was a hot and sticky August afternoon and several hundred villagers and neighboring farmers gathered in the square to herald the arrival of the "Great Teacher" from Moscow. The smaller group was heard to say, "Surely he would come this time."

He had not arrived as he had said he would three months ago, so others thought that he probably would not come today either. After all, the village was small and obscure; and as before, one so important and learned would probably not have time to waste speaking to such an insignificant gathering. As the day wore on, it appeared that the naysayers were right because, once again, the recognized, illustrious "Learned Man" from Moscow did not come to address the enthusiastic throng.

## AUTUMN 1883

The crops had long been harvested, days grew shorter and the wood for winter fires had been cut and stacked for the long, cold nights ahead. It was a bleak, overcast day in November and a group of about 150 people from the village and a few farmers gathered in the square to await the announced arrival of the "Great Learned Mind" from Moscow. A winter chill cut the air as the assembled crowd awaited the moment when the carriage of the "Great One" would appear in a cloud of dust from the road nearly two miles away.

They waited and waited and waited, but there was no carriage, no dust, no sign, no one.

## WINTER 1884

January was extremely harsh this year and more than ever before, the snow drifted high against the houses and barns as winter's chill descended upon the village, forcing villagers and farmers alike to conserve their food and firewood for the unknown duration of icy days and nights ahead.

The farm animals could not leave the barns and the snow was so deep on the roads that only the tops of the wagon wheels could be seen as the farmers forced their teams to the village to deliver the milk and replenish their dwindling store of supplies. It was the worst winter in 50 years.

Seven villagers and farmers sat huddled around the small fire in the corner of the only stone building in the village. Outside, the day was dark as night and the wind driven snow was whipping through the trees causing the icicles to crack and fall as the branches swayed.

As in the past, it was said that the "Great One" was to come today. But, the weather outside made sure that no one was travelling and the small group sitting around the fire had ventured out because ... Well, who knew why?

The faint knock on the heavy wooden door could hardly be heard above the howling wind. "Open the door," someone said from a seat by the fire. "It's probably another freezing farmer or perhaps some poor villager seeking momentary shelter from the cold."

As one of the men opened the door, its hinges creaked and revealed a man almost seven feet tall. Only his penetrating eyes could be seen gleaming from deep within the cover of the hood of his massive bearskin coat. As the huge man stepped into the room, he laid a bundle on the table.

He took off his coat, shook the snow onto the straw covered floor and laid the mass of fur, as large as a bear itself, onto a wooden slat bench in the far corner of the room. Returning to the table, he began to unwrap the bundle as the small group watched in awe from the warmth of the fire.

"My name is Koznikov and I've come from Moscow to speak to you today. I am a Professor at the University."

Their mouths fell upon with amazement. It was he!!! It was the "Great One".

Why did he come today? Why on the coldest, wind–driven day in the last 50 years, had he come to the village?

He removed books from the deer hide bundle and stacked them over two feet high upon the table. One of the villagers brought him a glass of hot tea and exclaimed, "Oh, Great Professor, three times during the past year we were expecting you. There were hundreds of people and many dignitaries here to greet you. Educated men from miles around had come to hear you speak and learn from your great knowledge and wisdom. Yet you did not appear. Why do you come today when the weather is so bad, the roads so treacherous and so few are present to hear you?"

The massive man took a sip of steaming tea, lifted his eyes and looked at the group of seven people before him and replied. "Today I come to teach only those who really want to learn."

To be continued...

# CALENDAR OF FUTURE **CAR EVENTS**

*by Jim Hales, Parade/Events Director*

**ARIZONA:** Sedona: October 13. Fifteenth Car Show (antiques, classics, etc.) Sedona Car Club at Plaza West Mall. Call (520) 282-6761

**CALIFORNIA:** Irwindale: September 15. SCCA Cal Club Slalom. Call (818) 588-RACE or (310) 697-0547

**CALIFORNIA:** San Luis Obispo: September 27-29. Cadillac-La Salle Club, North-South (all Calif.) Meet at Madonna Inn. Call (818) 445-1618

**CALIFORNIA:** Oakland: September 2 to January 5. See paragraph in Bulletin Board.

**CONNECTICUT:** Manchester: September 8. Sixteenth Annual British Car Show sponsored by the Connecticut Triumph Register at Wickham Park. Call (860) 621-5211

**ILLINOIS:** Springfield: September 8. Annual Sports Car Meet, plus antique motorcycles, scooters and Cadillacs sponsored by Secretary of State at State fairgrounds. Call Michael Standby at (217) 782-9213

**ILLINOIS:** Roxana: September 28. First Annual Oil and gas Collectibles Swap Meet sponsored by Shell History Museum at Shell Refinery Grounds. Call Joe Pellegrino (618) 225-3304 or Ron Greeling (618) 255-3304

**INDIANA:** South Bend: September 15. Indiana's Largest Swap and Car Sale, South Bend Motor Speedway. Call (708) 563-4300 between 8 a.m. and 5 p.m.

**KENTUCKY:** Louisville: September 7,8. Eighteenth Tom Williams Collector Car Auction and Swap Meet at Kentucky Exposition Center's East Wing. Call (810) 373-8555

**MAINE:** Old Orchard Beach: September 13-14. Third Annual Classic Car Show sponsored by Old Orchard Beach Chamber of Commerce. Call (207) 934-2500

**MICHIGAN:** Gross Pointe Shores: September 8. Mercedes-Benz Show, sponsored by International Stars on the Edsel and Eleanor Ford House grounds. Call (313) 668-6415

**MICHIGAN:** Midland: September 21-22. Twenty Eighth Anniversary Fall Michigan Antique Festival held at Midland Fairgrounds. Call (517) 687-9001 between 7-9 p.m.

**NEVADA:** Reno: Through September 30. Rich-In-History Classics, 1926-34 on display in the Masterpiece Circle at the National History Museum. Call (702) 333-3900

**NEVADA:** Reno: Through December 31. "Royal Elegance" (Rolls-Royce display) in the Masterpiece Circle at the National Auto Museum. Call (702) 333-3900

**NEVADA:** Las Vegas: September 13-15. Las Vegas 500K. Sponsored by the Indy Racing League at the New Motor Speedway. Call (702) 644-4444

**NEW JERSEY:** Mt. Laurel: September 7. Sixth Annual Antique Car Show sponsored by Y's Men. Call Preston Shamer (609) 234-2212

**NEW YORK:** Ballston Spa: September 21-22. Seventh Annual Antique Truck Show, Flea Market and Craft Show sponsored by Hudson Mohwalk Chapter ATHS at the Saratoga County fairgrounds. Call (518) 399-3966

**NEW YORK:** Blue Mountain Lake: Through October 14. Macadam and Mountains; the Motorcar and the Adirondack Exhibit at the Adirondack Museum. Call (518) 352-7311 ext. 115

**NORTH CAROLINA:** Charlotte: October 25-27. Sixteenth Annual Charlotte in the Fall Classic. Collector cars, street rods etc. at Metrolina Expo. Call (704) 435-6189

**NORTH CAROLINA:** Raleigh: November 15-17. Carolina Collector Car Fest. Etc. at the Graham Building, State Fairgrounds. Call (919) 362-8300

**OHIO:** Hilliard: October 20. Fall Classic Swap Meet Franklin Fairgrounds. Call (614) 268-1181

**PENNSYLVANIA:** Reynoldsville: September 8. Seventh Annual car Show sponsored by Anything on Wheels Club. Call Mel Schwetner (814) 653-9007

**PENNSYLVANIA:** Duncannon: September 15. Eighth Annual Show and Shine Car Show. Perdix Fire Co. Call (717) 957-2424

**VERMONT:** Bennington: September 13-15. Thirteenth Annual Car Show and Swap Meet sponsored by the Chamber of Commerce at Willow Park. Call (802) 447-3311

**WISCONSIN:** Jefferson: September 21-22. Nineteenth Annual Fall Little Charlisle at Jefferson County Fairgrounds. Call (608) 244-4416

# AREA REGIONAL **CHAPTER CALENDAR OF EVENTS** FOR 1996 PAST–PRESENT–FUTURE

*by Millie Bernstein, Area Regional Chapter Director*

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and to get on their mailing list.

### AREA REGIONAL CHAPTER 9

| | |
|---|---|
| *Southeast Texas* | Mary Ruth White, Coordinator<br>713-664-1833 |
| **AUGUST 29** | Caravan to Expo '96 |
| **OCTOBER 19** | Rallye to Texas Hill Country |
| **NOV. 15-17** | Rallye to Fort Davis & Davis Mountains |

### AREA REGIONAL CHAPTER 12

| | |
|---|---|
| *Southern California* | |
| | Ray Haug, Coordinator<br>818-547-3638 |
| **AUGUST 29** | Caravan to Expo '96 |
| **DEC. 7** | Palm Springs — Festival of Lights Parade & overnight |
| **MARCH 7-9 '97** | Blossom Trail weekend (see Bulletin Board) |
| **JUNE '97** | San Diego Auto Museum (tentative) |
| **DEC. 5-7 '97** | Asilomar Weekend, Pacific Grove, CA |

### AREA REGIONAL CHAPTER 41

| | |
|---|---|
| *Oregon* | Knut Grimsrud, Coordinator<br>503-649-8053 |

### AREA REGIONAL CHAPTER 42

| | |
|---|---|
| *Iowa* | Randy Busch, Coordinator<br>319-582-4511 |
| **AUGUST 29** | Caravan to Expo '96 |
| **OCTOBER 1** | Fall River Cruise to the Field of Dreams |

### AREA REGIONAL CHAPTER 43

| | |
|---|---|
| *Arizona* | James Espey, Coordinator<br>(602) 981-7678 |

# TechQuest

by Dick Shipman, Technical Director

*From:* *A. Gable*
*Los Angeles*

**Q:** I smell gasoline, but it is not coming from the fuel distributor, engine compartment or gas tank. How can I locate it?

**A:** The leak may be coming from under the car about 1/2 of the way from the front of the car and in the center of the frame. The fuel accumulator return lines are possibly cracked from age.

- It is suggested that these lines be replaced before they leak as it is a major potential fire hazard.

*From:* *J. Mather*
*Monclova, OH*

**Q:** My oil pressure gauge does not work. The post on the oil sending unit has lost its internal tightness thus will not hold the wire properly. Can a sending unit be rebuilt?

**A:** The unit is factory sealed and is not repairable. The factory replacement part is #102763 and can be obtained from any of our advertisers.

**Q:** Since I do not drive my car often, I installed a battery cut off switch to avoid a dead battery. When this is done the automatic radio program is lost. Is there any way one can wire the radio around the cut off switch?

**A:** Yes, trace the wiring from the radio using the wiring diagram found in DeLorean World #12, Vol. 4, No. 2, Fall '86.

**Q:** In storing my car I use a regular battery charger to keep the battery charged. The battery is usually ruined due to overcharging. Any suggestions to help this situation?

**A:** Purchase a "Battery Tender" or similar battery monitoring system. Don't forget to check the water often.

- Leaving a battery on "Trickle" charge for extended periods of time will cause electrolysis damage to the metal components of the cooling system such as the water pump, metal coolant lines and radiator. In addition, you may cause interior damage to the rubber hoses.

*From:* *Dominique Flandin*
*Renage, France*

**Q:** After driving several miles, the engine stalls and is difficult to restart. Why is this happening?

**A:** It could be any of the following or all three. They are in order of easiness and quickness to check and correct:
**1. Faulty Inertia Switch.** Refer to DeLorean World issues 17 and 45 (Vol. 5, No. 3, Winter 1988 and Vol. 12, No. 3, Summer 1995) for instructions on how to test and replace. For safety reasons, do not drive the car with the jumper wire in position.
**2: Faulty Fuel Pump Relay.** This component is located in the relay area behind the passenger seat and is toward the rear. It is rather large and black and blue in color. To test:

- 1.) Remove the relay from the plug in the wiring harness;
- 2.) Take a 4" piece of wire and attach a male spade connector on each end;
- 3.) Insert the wire between the brown wireplug and the white/purple wire plug in the wiring harness;
- 4.) Start the car; if it does not stall, replace the relay: CAUTION: Do not drive the car with the jumper wire in position as it could cause serious damage to the fuel system.

**3. Faulty Fuel Pump.** Examine the boot around the fuel pump. If it is gummy or shows signs of leakage/seepage, it must be replaced. To replace see DeLorean World issue 22 (Vol. 6, No. 3, Summer 1989).

**Q:** Near the right front wheel there is a rubber pipe that drips water after the air conditioning is turned on. Is this normal?

**A:** Yes, it's the condensation off of the condenser.

*From:* *Stan Marks*
*Scottsdale, AZ*

**Q:** Several of my water hoses need to be replaced every few years. Why so often?

**A:** Hoses near the exhaust manifold and the catalytic converter fail more often than others, followed by those on the engine. Extra stress is placed on all hoses if your coolant is not flushed and changed every two years. Since you live in a hot climate this too will take its toll on the life of hoses.

When asking questions in Tech Quest, please include your complete VIN number as some problems can be inherent with a particular model.

# $ $ $ Association Products $ $ $

**Special prices effective through OCTOBER 1996**

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| 045 | **Association Tote Bag** | **FREE with $100 order** |
| 058 | **Association Video** | **FREE with $100 order** |
| 055 | **Big Mouth Tumbler** | **FREE with $ 50 order** |
| 054/052 | **Bic Pen and Note Pad** | **FREE with $ 50 order** |

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| 025 | **10th Anniversary Lapel Pin** | **$2.00** |
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| 065 | **Member Window Decal** | **$1.25** |
| 053-6 | **Silver Stickers. Special !** 6 for | **$1.00** |

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| 045 | **Association Tote Bag.** Large black duck canvas with silver and red logo | **Reduced from $9 to $7.00** |
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**1617 Del Valle Avenue**
**Glendale, CA 91208**
**(818) 547-3638 phone/fax**
**e-mail: dlproducts@aol.com**

## SPORT APPAREL

| | | |
|---|---|---|
| 003 | **Member Only Association Logo Sport Jacket.** Black Nylon with Gray trim. **Lg & Xlg.** Sharp! | **$54.00** |
| | **XXlg** | **$60.00** |
| 004 | **Tweed River Association Logo Field Coat.** Stylish 100% stonewashed cotton duck canvas with cape front & back. Sage color w/ black, silver & red logo. **Med., Lg & Xlg** | **Reduced from $75 to $60.00** |
| 057 | **Black Cotton Knit Sweater. M to XXXLg** | **$28.00** |
| 012 | **Polo Sport Shirt** 100% cotton with embroidered Logo. Red, White, Blue. **M, Lg,Xlg** | **$28.00** |
| | **XXlg** | **$30.00** |
| 012 | **Silver Polo Shirt** (Poly -cotton) with embroidered Logo. **Lg, XLg & XXLg(+$3). Special Price!** | **$20.00** |
| 016 | **Long-sleeved Sweatshirt** with large Association Logo; washable. Black or White. **Lg or XLg** | **$25.00** |
| | **XXLg & XXXLG** | **$28.00** |
| 006 | **Black or Silver Tee Shirt** (Poly-cotton) with small Association Logo. **M, Lg, XLg** | **$12.00** |
| | **XXLg & XXXLg** | **$15.00** |
| 002NB | **Association Logo Sport Cap.** Natural brushed 6-panel cotton twill with black brim. New Look! | **$15.00** |
| 002 | **Baseball Cap.** Blk, White or Gray | **$10.00** |

## VIDEOS AND MAGAZINES

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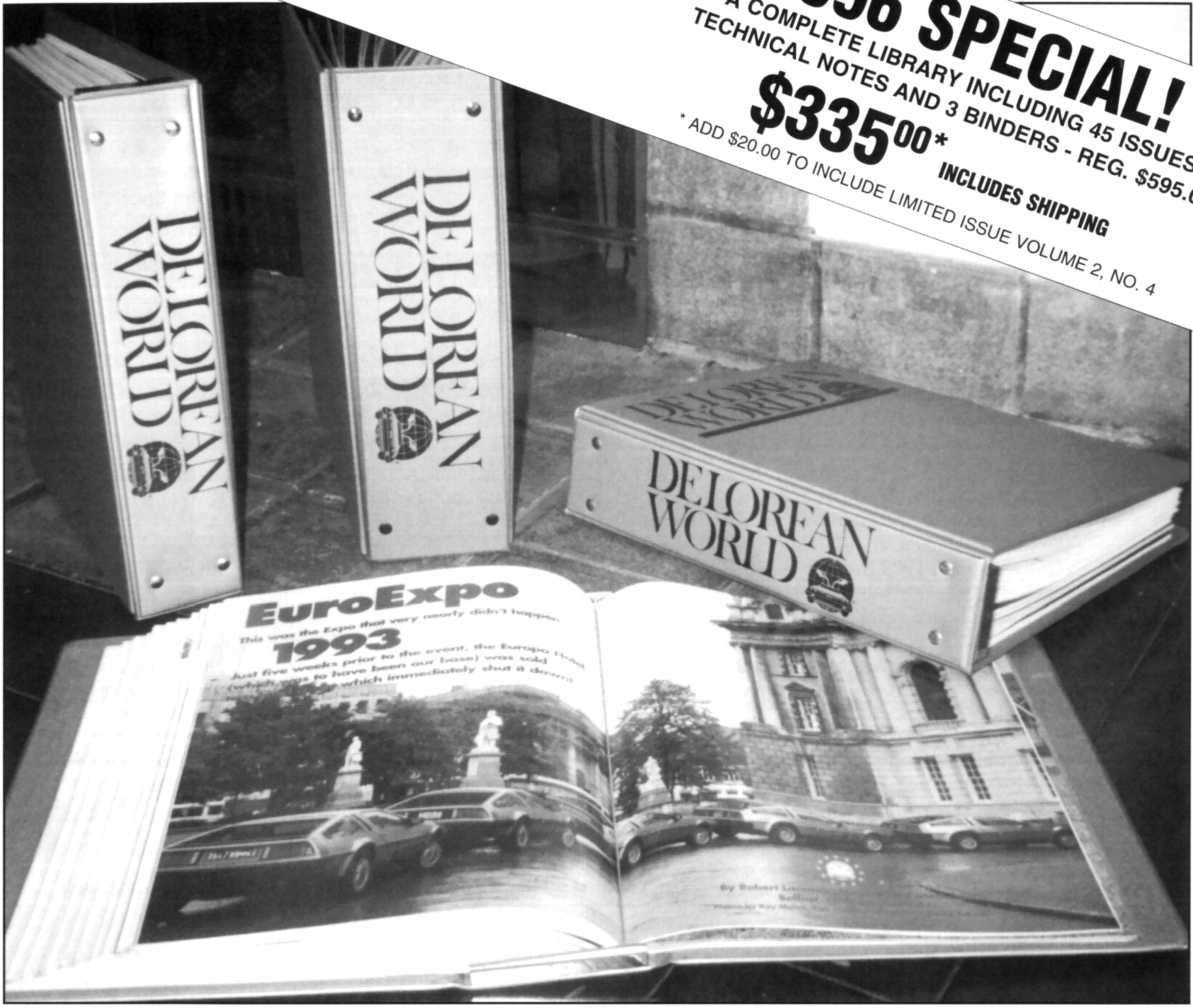

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DELOREAN OWNERS ASSOCIATION

## CHAPTER 12:
## SAVE THE WEEKEND

Save the weekend of March 7-9, 1997 for the Blossom Trail Weekend in California's San Joaquin Valley. The last issue of DW gave you an overview of our wonderful '97 trip. One of our stops on Saturday: will be the city of Reedley, California, called "The World's Fruit Basket."

More fresh produce is grown and shipped from this area than from any other in the world. We'll watch the needles fly at the Mennonite Quilt Center and have free time to wander through the turn-of-the-century downtown area. Lunch will be at the totally restored 1903 Reedley Opera House. After lunch we'll be entertained with a vaudeville show and a brief history of the town.

This event is open to all DOA members and guests. If you do not live in the western US and would like to receive an invitation, call Mimi at (818) 798-6279 or E-Mail to hbreer@ix.netcom.com

## DELOREANS UNDER THE CONCORDE

The DeLorean Club de France was invited to place their cars beneath the wings of the prototype Concorde at LeBourget airport in Paris as part of the celebration adding that plane to the Air Museum collection.

## OAKLAND MUSEUM OF CALIFORNIA HAS SPECIAL CAR SHOW

Twenty-eight special hot rods and custom cars made famous in films will be shown in the Oakland, CA Museum between September 2, 1996 and January 5, 1997. The cars date from the '30s through the '60s. A 128-page exhibit catalog will also be available describing the cars on display and containing biographies of California car designers and builders.

A '29 Ford Model A powered by a 305 cu-in. flathead V-8, the Hirohata Marc. 1951 which has been featured on the cover of many magazines and is a perpetual show trophy winner, Kookie Kar 1 from *77 Sunset Strip*, and Milner's Deuce Coupe from *American Graffiti* are among the cars being shown.

The musem is at 1000 Oak Street in Oakland. Admission is $5; free on Sundays from 4 p.m. til 7 p.m. For more information call (510) 238-2200.

UNIVERSAL
FRANCE
297 JCT 75

# THE 66TH ANNUAL AUTO SHOW IN GENEVA, SWITZERLAND

*By Dr. William Massey, Williamsburg, VA*

The 66th International Automobile Show rolled into Palexpo March 7–17, 1996. The cars are here, can spring be far behind? Each March, Geneva renews its love affair with the automobile as crowds converge on Palexpo to see the latest models plus futuristic prototypes that provide a glimpse of cars of tomorrow. Some 1,041 models from 36 countries will be presented by 300 exhibitors to more than a half million visitors. (675,671 was last years count).

The theme this year, "La Voiture C'est vous!" (The car, it's you!) refers to the user friendliness of the new cars to be unveiled. Aside from new models, special sections will be devoted to coach works, converted cars, accessories, and spare parts, industry and association literature and electric vehicles which provide a whiff of the future. There also was a reconstruction of the legendary Mille Miglia race and an exhibit of some of the prestigious automobiles that have taken part in it.

I was most fortunate to meet the editor of the Geneva Tribune, Jean-Claude Ferrier, who was covering the event. There is still much interest in John DeLorean, and I heard a rumor that a four door gullwing DeLorean is in the works, with production in the Far East (Indonesia??).

A DeLorean is on permanent exhibit and prominently displayed at the entrance to the Musee International De L'Automobile, Geneva, which is adjacent to the huge eight halls in which the auto show was presented. Stainless steel is back, with a two seated roadster by Bertone for Opel being a smash hit.

My personal favorite is the Rinspeed, based on the old Bugatti Atlantic Coupe. This car is built in Switzerland and marketed in the U.S. in West Palm Beach area and in Southern California (Palm Springs). Ford's electric car prototype drew huge crowds. The Audi TTT two seater is exciting and will be marketed in the U.S. in 1999. The Alfa Spider, MGF, Fiat Barchetts, and Renault Sport Spider Roadsters unfortunately will not be imported into the U.S. Fortunately, the BMW Z3 is in production in South Carolina. The Jaguar XK8 Roadster goes into production this year. "The cat is back!"

The Porsches, Ferraris, Lamborghinis, and the Lotus coupes designed by Guirgiaro of DeLorean design fame were headturners, as was the Bentley Azure convertible priced at $485,000 in U.S. dollars.

The Geneva car show was a smash hit, and was the highlight of the celebration of my 60th birthday on March 10th with my fiance, Nancy Elder, and my daughter, Kelly L. Carlier, who practices international law with a Geneva law firm. I look forward to attending the introduction of John Z. DeLorean's new four door gullwing sedan in Geneva in the near future??

# DeLorean service bulletins

DeLorean World has obtained most of the early service bulletins issued by the factory. Many of these reference the VIN number before or after which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who service the cars and are unaware of these factory documents.

## service bulletin 6

**SUBJECT: Windshield Replacement Procedure**
**ACTION:**

1. Protect the car interior, fenders and luggage compartment with dust sheets.
2. Remove door aperture outer seal from around both sides and top of screen.
   NOTE: It may not be possible to salvage old seals.
3. Remove both 'A' post finishers after releasing the three screws securing each side.
4. Remove six screws securing screen header panel in door apertures and remove panel by drawing rearwards to release from retaining lip.
5. Pull off plastic caps from wiper spindles and release retaining nuts. With wiper arms swung clear of the screen, pull the arms off from the spindles. Pull off washer pipe from scuttle connection.
6. Remove interior mirror.
7. If the windshield is complete, attach a pair of hand held double vacuum cups to the outside of the screen.
8. Drill a small hole through the 'Betaseal' bead at the; A; post. Feed the wire through the hole, attach lever tool to end of wire inside car, and handle to end outside car.
9. BOTH OPERATORS FIT PROTECTIVE GOGGLES.
10. Cut completely around screen and lift out with suction tools, pushing from inside if necessary to release from sealant.
11. Remove Betaseal from the body flange with a sharp knife sufficiently to leave a consistent level surface for rebonding.
12. Offer up the new screen to the fitted position and with the screen centralized, mark the position of the support hooks on the lower edge of screen.
13. Remove the screen and lay on soft surface with the inside face of the screen uppermost.
14. Fit the holder and pad to the bottle of wipe cleaner No. 4 and clean the whole bonding area of the body flange and inside edge of the screen. Wipe dry immediately using soft paper wipes.
15. Fit the holder and pad to the bottle of primer and prime the area cleaned on body flange. Apply an 11mm wide band of primer around the inside edge of the top and sides of the screen, and along the tope edge of the screen lower mask.
    NOTE: Allow the primer to cure for a minimum of 15 mins. Before 'toughing up' or applying the sealant bead.
16. Cut the Betaseal cartridge nozzle to the dimensions shown in the sketch. (Sketch not available) Make up a wire guide as shown, but do not yet fit to nozzle. Remove desiccant from Betaseal 71904LV cartridge and pierce membrane.
17. Using a smooth steady action, apply a bead of Betaseal along the top and two sides of the screen.
18. Cut off the integral nozzle guide and secure the wire guide with tape. Check dimension. Apply Betaseal bead to lower edge of screen using wire guide.
19. Position four spacing blocks into the outside edge of the sealant bead as shown.
20. With the aid of an assistant, pick up the screen using a pair of hand held double vacuum cups on the outside of the screen.
21. Position the screen on the support hooks with the reference marks aligned and carefully lower the screen down onto the aperture ensuring correct alignment.
22. Remove vacuum cups, and press screen firmly but gently down until the four spacers bottom on the body flange. Allow adhesive to cure for 20-30 minutes, then remove all spacer blocks using a small screwdriver. Clean off excess Betaseal from screen.
23. Water test.
24. Refit wiper arms to spindles in the 'park position', fit washers and nuts, tighten and reconnect washer tubing. Refit plastic caps over nuts.
25. Refit interior mirror.
26. Refit the screen header panel by hooking into retaining flange and fitting six retaining screws into front of door aperture.
27. Refit both 'A' post finishers and retain with three screws in each, connecting the earth leads where appropriate.
28. Wipe 'A' post outer seal bonding area with industrial alcohol, and then wipe over with a clean cloth.
29. Remove protective backing from outer door seal and fit to prepared surface.

## service bulletin 7

**SUBJECT: Door Lock & Latch Control Rod Adjustment**
**ACTION: To correct adjustment of the door lock/latch mechanism**

1. Remove door trim panels. Upper panel is secured by 'fir tree' fasteners along its upper edge, and hooked in along lower edge. Lower panel: First remove control panel escutcheon and mirror switch (or blanking panel) from armrest to gain access to two screws securing interior handle to door. Remove screws and handle. Release screws securing lower trim panel top edge to door. Pull panel, with fir tree fasteners from door.
2. Release control rods from interior lock button and door release handle. Remove screws securing control panel bracket to door and remove control panel. Carefully peel off polythene seal from door and replace control panel.

### Locking Rods

a) Disconnect all rods except front locking rod from the lock (lower) bellcrank.
b) Slacken solenoid mounting bolts.
c) Operate front latch locking rod and check that electrical contacts at the bellcrank lever are made and broken satisfactorily in both positions. Adjust the length of the rear locking rod so as to most closely match the movement of the rod end with that of its bush in the bellcrank lever, when both are moved to their locked and unlocked positions.
Clip the rod into the bellcrank lever.
d) Carry out the same procedure for the exterior key lock rod.
e) Similarly adjust the interior lock button rod for moving the button forwards or backwards as required.
f) Finally adjust the position of the solenoid so that bellcrank lever travel is not inhibited in either direction and tighten the bolts. Check all locking functions.

### Latch Release Rods

a) Slacken exterior release cable and disconnect rear latch rod from release (upper) bellcrank.
b) Connect the interior release handle rod, and check that the front latch is operated fully by the interior release handle.
c) Adjust the length of the rear latch release rod, so as to most closely match the movement of the rod end with that of its bush in the bellcrank lever, when both are moved to their locked and unlocked positions. Clip the rod into the bellcrank lever.
d) Turn the bellcrank lever clockwise to take up the slack in the mechanism and adjust the exterior release cable until there is no free play between nipple and bellcrank before tightening locknuts. On no account must any preload to applied to the latch release mechanism by over adjustment of the release cable. Check door release operation from inside and out.
e) Release the control rods from the interior lock button and interior release handle.
f) Remove control panel bracket form the door. Fit polythene door seal (threading the two control rods through) and refit the control panel bracket. Reconnect the two control rods.
g) Refit the door trim.

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## service bulletin 8

**SUBJECT: Radio Interference**
**ACTION: The following table of suppressor fitment should be used to help determine the cause of radio interference.**

| COMPONENT SUPPRESSED | VALUE | LOCATION OF SUPPRESSOR | NATURE OF INTERFERENCE |
|---|---|---|---|
| Alternator | 3 uF | Near alternator | Continuous crackle proportional to rpm |
| Ignition Coil | 2.2 uF | Near coil | Continuous crackle proportional to rpm |
| Cooling Fans (1 per fan) | 2.2 uF | Front frame harness | Continuous crackle proportional to rpm |
| Flasher Unit | 2.2 uF | Flasher Unit | Click at flashing frequency |
| Hazard Warning Switch | 2.2 uF | Near Switch | 'Click' at flashing frequency when switch operated |
| Vacuum Solenoid | 1 uF | Engine Harness | Click when rpm rises off idle |
| Blower Motor | 0.1 uF | Near Motor | Continuous crackle when fan switch operated |
| Blower Motor 3 & 4 | 0.5 uF | Behind heater control panel | Continuous crackle when 3 & 4 selected |
| Heater A/C mode switch | 0.1 uF | Behind control panel | 'Click' when A/C function selected |
| Compressor Clutch | 0.5 uF | Engine Harness | 'Click' when compressor switch operated |
| Door mirrors (1 per mirror) | 0.1 uF | In RH Door | Crackle when mirror switch operated |

# Busted Dream
## 1982 DeLOREAN

### story and photos by Mike Knepper

**Reprinted with permission from Special Interest Autos, June, 1995**

As an automotive writer, I watched with interest during the seventies as John DeLorean made a name for himself at General Motors, left GM just when he seemed next in line for its presidency, and set about creating his own car company. Then, in 1980, I went from watching from the outside to participating on the inside as the director of public relations for the DeLorean Motor Company. The story, from its quiet start to its high-profile middle to its ignominious end, has all the elements of a prime-time soap opera.

John DeLorean had a remarkable career at General Motors, as his detractors as well as his admirers will admit. At 40, he was the youngest man to head up a GM division — Chevrolet. He gets credit, rightly or wrongly, for starting the muscle-car with the introduction of the Pontiac GTO. He was the first key executive to break out of the blue three-piece suite/conservative shoes/conservative haircut mold at GM and in the process become a media personality. And, when he left the corporation in 1973, it wasn't because GM had fired him. It was because, he said, he had fired GM. Whatever, he was about to embark on a most interesting career path.

After leaving GM, DeLorean worked for a time as the director of the National Alliance of Businessmen, then as a consultant for a variety of large corporations, making, he has said, $5 million in just two years. But he realized consulting wasn't his life's work. He wanted to be back in the automobile business, and he wanted to

DMC
New Jersey
BB·426T
Garden State

*Front end styling still looks fresh and dramatic even after nearly 15 years since it first appeared.*

*Top: Engine access is through the hatchback.*

get back by building his own car.

He toyed with the idea of a commuter car and with a Mercedes-Benz quality luxury car, but eventually settled on a sports car.

## THE ETHICAL SPORTS CAR

Key to the program, and the publicity surrounding it, was to be its status as an "ethical sports car." DeLorean felt annual model changes were unethical because they "forced" people to buy new cars more often than they needed to; he felt cars weren't built to last, and he felt no one was building a car to be as safe as current technology would allow. All unethical practices. His car would address all those complaints.

The first step in what would be a long paper trail of corporations was the establishment of John Z. DeLorean Corporation in 1974. In 1975, he formed the DeLorean Motor Company (DMC) followed by the DeLorean Manufacturing Company, which would be responsible for the manufacturing of vehicles.

In September, 1974, DeLorean hired Bill Collins, a top engineer at GM, and the sports car project was officially under way. Some parameters had been set: gullwing doors, lots of plastic for light weight, unique safety features, low maintenance, use of a new composite metal/fiberglass material, mid-engine location, sleek shape and a price just $1,500 more than the Corvette, or something in the $7,500 range. And it would have a stainless-steel skin that would "last forever."

DeLorean and Collins flew to Turin for the auto show that fall to see what Italian designers were up to. They were drawn to the work of Giorgetto Giugiaro, who had founded Ital Design after successful work with Bertone.

DeLorean and Collins liked what they saw and after going over some specifications with Giugiaro, a deal was made. DeLorean had a designer.

When I first joined the company, I researched those early days. I remember from my research that a Giugiaro design on display at the show was identified in some sources as the basis of the De Lorean. I looked up reports from that show and indeed there was a Giugiaro design that year that looked remarkably like the later De Lorean: much more angular, less "finished," but very obviously the car. It's my opinion Giugiaro did not do a DeLorean from "a clean sheet of paper," but rather modified an existing design. (He would refine the first DeLorean design during its production phase.)

Back in Detroit, where the new company was headquartered, Collins got on with the mechanical design. Early drive-train work was carried out on a modified Fiat X1/9. The plan, and it was very logical, was to design a unique vehicle around pre-existing mechanical parts as much as possible.

## FINANCING THE CORPORATION

Here the story effectively splits into two parts: car development and cash acquisition. As Collins got on with developing the car, DeLorean devoted his energies to raising the cash to keep the company going.

One clever concept was the formation of the DeLorean Research Limited Partnership which let investors take a tax deduction during the period the money was being use for R&D. Thirty-five people put $100,000 each into the plan. (Each of these investors would get his investment back, plus the tax deductions, before the company ran into financial ruin.) The partnership brought in $3.5 million. DeLorean was also getting

*continued ...*

*... continued from previous page*

infusions of cash from the giant insurance company, Allstate, which was paying him to develop safety systems and ultimately prototype safety cars.

Another corporation, DeLorean Sports Car Partnership, was formed in 1975. This was yet another opportunity for outside investors to get in on the bottom floor, and many did, investing another $3.5 million.

At the same time, DeLorean had a man in the field lining up dealerships for his sports car. For $25,000, a dealer got a DeLorean franchise, and 5,000 shares of DMC stock. As I recall, there was another $10,000 required to cover the cost of a large sign for the dealership, tools and training manuals. The dealers had to agree to sell between 100 and 150 cars over the first two years. That requirement could never have been enforced, but it provided one very strong public relations position. It let the company claim its entire production run was sold out for the first two years before a single car was built.

## LOOKING FOR A PLANT SITE

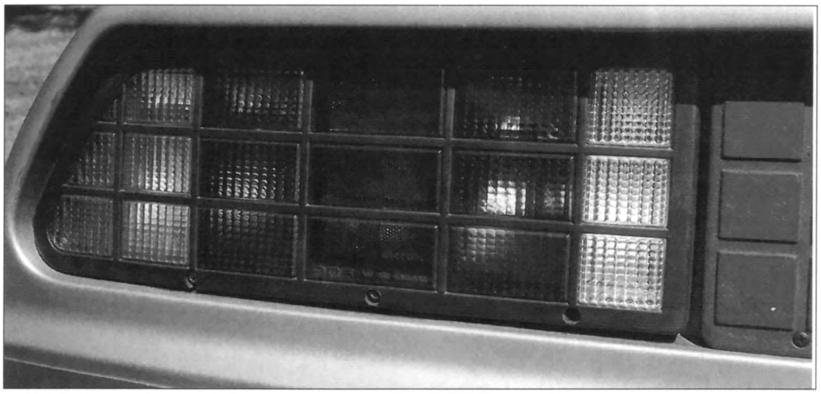
There were minor problems along the way, but the project was advancing. In fact, it was so well along that DeLorean had to start looking for a place to build his manufacturing facility. Several states had already offered financial and tax assistance, but none of the offers was particularly outstanding. At that point a surprising player got in the game. DeLorean was dealing with a bank that happened to have a branch in Puerto Rico. One of the bank's people there passed along the information to the home bank that the Puerto Rican government was interested in the DeLorean project. The bank told De Lorean, and negotiations began.

To shorten the Puerto Rico part of the story, it first looked like a sweetheart deal: lots of land on an old air force base the government owned, tax breaks, financial assistance and very cheap labor. But it turned out the government didn't have clear title to the land it was offering, and DeLorean found out doing business there was going to cost perhaps millions in special payments — $400,000 for a notary public to stamp a document, for example.

While dealing with the Puerto Ricans, the DeLorean camp was approached by an industrial development agency from the Republic of Ireland whose US Representative happened to hear a news item about DeLorean on his car radio in Detroit. When Puerto Rico fell through, DeLorean headed for Ireland. A deal was put together, then fell apart as well when the Irish essentially got cold feet when DeLorean started talking about the huge "Global Motors" he had in his dreams.

Supposedly as the Ireland deal fell apart, an Irish lawyer said, "Why don't you try the north?" The DeLorean group soon contacted the Northern Ireland Development Agency, a semi-governmental organization assigned to lure industry into the north. Despite the problem with "The Troubles" as the Catholic/Protestant/British situation was known, the deal Northern Ireland offered, in conjunction with England, was too good to pass up: a 550,000-square -foot factory on 72 acres of land and $160 million in grants, equities and loans, most of which didn't have to be paid back.

The deal was done in August



*Top: Multi-function taillamps have a windowpane design.*
*Bottom left: Air vents are fixed at trailing edge of rear windows.*
*Bottom right: Wheels would look contemporary on a 1995 car.*

*Top: Dash is fully instrumented and highly legible. Below left: Low seats, high console give driver a hunkered down but very comfortable command post. Center: Gullwing door design allows totally unobstructed exit and entry. Right: Trunk space is good for a weekend for two.*

dmc
VOLTS
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BRAKE

1978, and ground breaking took place the following October. At that time, the British pound was worth $1.70, and the business plan called for the DeLorean to be priced in the $13,000 range, based on that value of the pound. There was a clause about "inflation insurance" that would kick in more money if the pound got stronger.

## THE FACTORY

One of the most remarkable parts of a remarkable story is the constructing of the plant and making it operational. The plant location was a soggy tract of land in Dunmurry, a suburb of Belfast. It was directly between a Catholic housing area on one side and a Protestant area on the other. Symbolically, the location was ideal. The plant would draw workers from both faiths who would work side by side in perfect harmony.

In little more than 18 months, the field was changed from a soggy pasture with grazing cows to a beautiful facility with offices, training area, parts storage areas and a fully automated, state-of-the-art production line. I used to marvel, as I walked through the various facilities, that we had a fully operational business where months before there had been nothing. Not only no buildings and production lines, but no engines and transmissions that were now stacked floor to ceiling, no bins for the thousands of parts that went into each car, but also no letterhead stationery, no paper clips, no note pads, no employees. Months before, nothing, and there I was walking through a smoothly functioning business that could have been there for years. But that is getting a bit ahead of the story.

## REDESIGN

By 1978, it was obvious to all involved that Collins and his staff in Detroit were not capable alone of getting the car ready for production in anything like the late seventies time frame DeLorean had established. Collins knew they needed outside, probably overseas, help and that he would oversee the final stages. That summer, DeLorean actually went door to door looking for that assistance. BMW and Porsche either wanted too much money or too much time or both. Then Lotus and its owner, Colin Chapman, were mentioned. Very quickly they had a deal. Collins was not included.

Lotus's job was to turn the prototype DeLorean into a vehicle that could be easily manufactured, and to get that done quickly. To that end, Chapman essentially decided there was no reason to deal with new designs and manufacturing techniques when he had perfectly good chassis and suspension designs under his Lotus Esprit. So the DeLorean got the

*continued on page 26 ...*

# GETTY &ghetti RALLYE

*by Mimi Breer*

Two years ago, my husband, Henry, bought an '81 DeLorean. (Mid-life Crisis?) Anyway, we brought the car home, had some repairs done to make it roadworthy, joined the DeLorean Owner's Association and started receiving DeLorean World Magazine. Nice car. Nice magazine, but a little pricey if all you get for your membership dues is four issues. Thinking that there must be something that we were missing, we started checking into what activities the DOA participated in.

An organization like the DOA relies exclusively on volunteer labor. Since my husband and I live in Southern California, that automatically made us members of Chapter 12. But the DOA is headquartered in Southern California and most of the members of the Board of Directors are in our Chapter. This seemed to use up most of the available volunteer labor in the chapter.

To make a long story shorter, I found out that the more you put into an organization, the more you get out of it. When Ray Haug became Chapter 12 Coordinator, I volunteered to become Activities Director and started planning. Here is what we did for my first event.

*photo: Mr. & Mrs. Tom Scott*

# APRIL 27, 1996 GETTY AND 'GHETTI RALLYE

photos: *Jim Hales*

The day started out in the parking lot for Temescal Canyon Gateway Park, in Pacific Palisades, with the sun shining brightly and the Pacific Ocean peaking over the tree-tops in the canyon. As cars started to arrive, every one greeted old friends and introduced themselves to new ones.

We had a buffet luncheon after everyone had arrived. (I drafted our son's girlfriend, her friend, our mini van, and every cooler our friends and neighbors own to transport and serve the food.) The menu was finger food: olives, pickles, carrots, celery, deviled eggs, cheeses, rolled meat slices (ham, roast beef, turkey), fruit kabobs, strawberries, soft drinks and miniature cream puffs and eclairs.

After lunch, we formed up into a caravan for a short drive to the J. Paul Getty Museum. We spent the next 2 1/2 hours soaking in Italian Architecture, gardens, paintings, sculpture, tapestries, furniture ... the lists goes on and on. These beautiful surroundings were just a short distance from the busy Pacific Coast Highway in Malibu.

But the peace and tranquillity were not to last. Around 3:30, everyone was handed their rallye instructions. We drove North along the ocean, through Malibu, and eventually turned into one of the canyons of the Santa Monica Mountains. While the driver was busy keeping the car on the twisty canyon roads, the navigator was trying to watch for landmarks and answer a series of questions about what they were passing.

First destination, Paramount Ranch. This is 20th Century's western town set. It is currently set up as Colorado Springs, home of Dr. Quinn, Medicine Woman. We got to get out and stretch our legs, but the work was not done yet. There was a 45 question, information scavenger hunt that had to be completed in 45 minutes. We learned a lot more about the town this way than by just walking around.

Next, we continued through the canyons where we met US 101 in Agoura. Then across the freeway and into a housing development. At the end of a cul-de-sac we were greeted by the local residents with cheers and video cameras! Some friends of ours live there and they presented each car with a flower, and a smile.

The last leg of the drive took us on the freeway for a short hop to our final destination, Ottavio's, a great Italian restaurant in Westlake Village (the 'ghetti in Getty and 'ghetti). The day's event concluded with a banquet, rallye prizes and a raffle.

We had a fantastic turn-out of 21 DeLoreans. We saw great art and a TV location set. We drove from the seashore, through the mountains, past a lake, to the valley. We answered questions, and questions, and questions, ... It was a great day. But not so much for what we did, but because of who we did it with: fellow DeLorean Owners.

**DeLorean World Feature**

*story and photos by Ron Cotton,*
*Makaha, Hawaii*

# A DeLorean in Paradise

I had been thinking about getting a second car for a long time. I just didn't know what kind of car I really wanted. I knew I wanted a "sportscar", possibly a two–seater, and initially began my search all pumped for finding a deal on a nice used corvette. At least I had something in mind for starters, but I just couldn't find one that was the right color, had the right look, or the right price for my weekend sportscar budget. After a few months of searching the vette ads, and several walk throughs on some dealers lots, I was only getting more confused, and far from being centered on getting my weekend cruiser. No, finally I had to go with the gut, and a Corvette just didn't stick with me. It had to be something else … but what!?

I knew

I knew I wanted something different, something unique, something not seen so often, like all the Vettes, Trans-ams, Porsches, and Z's I'd seen so much of over the years. It didn't have to be a "Muscle car", but I wanted a car with classic looks and performance. A car that would get attention and respect on the road. Was this possible? ... and affordable? A car that commands the attention worthy of a car I felt I was ready to drive and own.

All I had to do now was to decide on what it was! What car could fill the bill of my wistful imagination, and not take me to the cleaners at the same time?!

Well ... on a sunny mid-January afternoon over three years ago, I found it!! I was driving to downtown Honolulu, and it popped out in front of my car like a kid's ball bouncing into the street. A Delorean, for sale, was parked in front of a house by the beach. It's gull-wing doors up — begging me, almost ordering me, to make that U-turn, come back and see her close up and personal. I couldn't believe it! I quickly wheeled around and parked my '84 Pontiac a short distance away from the small group of "Looky Lous" milling around the car. Within minutes, the owner, Mike Berger and I were exchanging a lot of questions and answers. All of them leading up to that famous one liner question: "Would you like to take her for a test drive"? You know the answer to that one!

I felt a surge of excitement standing there. "At long last", was the feeling I got as I eased down into the low comfortable black bucket seat. When we closed the gull-wing doors, I was already half way sold on the car before I even started the engine. I just sat there for a few minutes gazing over the layout of the dash, and looking all around inside. I was satisfying my long awaited curiosity of this legendary car I'd only seen in real life a few times. Ever since its introduction to the American car market over ten years ago, owning one was just a figment of my imagination. Now here I was sitting in one, dangerously close to buying it on the spot, and I hadn't even started the engine yet. I just kept looking around the interior speechless, as Mike sat there quietly judging my reactions.

"Why don't you start her up, but don't press the accelerator pedal when you turn the key" — "Huh?", I said, as Mike snapped me out of my daydream.

"It's got a computer that gives it a shot of gas automatically for you" – "oh, ah, sure", I said. Mike was already into explaining how a DeLorean worked and how to treat her. I popped out of my daze, and got my first feel of the tight but responsive rack and pinion steering, as I pulled away into the street and we headed out for a three mile jaunt. This was all new to me — the sound of the engine and the way it's perky V-6 pushed us along past the local (45 mph) speed limit. As the automatic transmission shifted into high second gear, my initial disappointment that it wasn't a stick shift quickly faded as we drove along. I started asking a barrage of questions, and Mike didn't miss a beat with the answers. After all, it was his car, and he knew it inside and out.

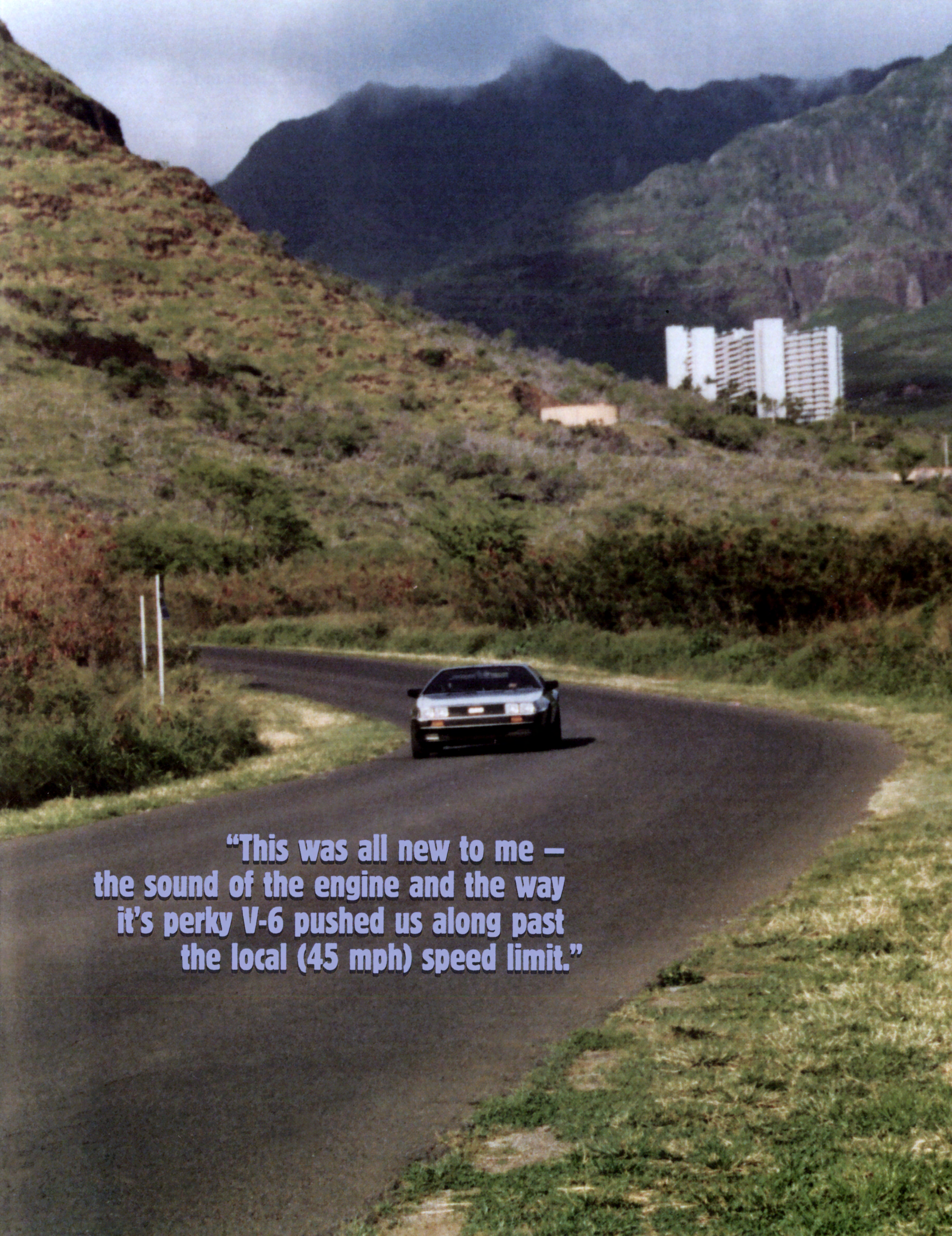
By the time we returned to the front of the oceanside home, we had made a deal. I had to have this car. It was the one I had been looking for, and it was my time to own a DeLorean. I requested that the 'for sale' sign be taken off, and the DeLorean parked inside the enclosed yard, until I returned in two days with a cashier's check. Within the week, after all the paperwork and title transfer was completed, Mike handed over three sets of keys, threw in a temporary car cover, and an extra transmission with computer attached, to finalize the deal. My search for a weekend cruiser was over. Here I was, the proud 3rd owner of a DeLorean automobile, serial # SCEDT26T2B001223, translated as #722, born the 2nd week of April, 1981, in Dunmurry, Ireland. She was my baby now!!

No longer needing them, Mike also gave me a thick xerox copy of the original owner's handbook and dealer's spec's on the DeLorean car. And a small stack of old DeLorean World magazines.

I made a couple of long distance calls to get in touch with the right people. Much to John Truscott's glee, my DeLorean was not known to the D.O.A. before then, and John promptly helped me make the transition into the DeLorean network of registered owners.

When Mike first handed over the keys, he personally assured me that it had been meticulously maintained by him. I was impressed by the fact that when Mike had once moved from Florida back to the Seattle area, the DeLorean wasn't driven, but "trailered" across the country instead. He had driven the car, as it should be, but he had also taken care to keep the mileage low. It had 32,000 miles by the time I discovered it that fateful day. Even though I can't resist the urge to drive it a couple of weekends a month, I'm still trying to savor the low mileage concept. So far, I've limited my driving to about 300-400 miles a month. Since I've had this DeLorean, I've put another 16,000 plus miles on her just driving around the island. As I approach the mid 48,000 mark on the odometer, I still take pride in the fact I've got a car that's 15 years old, and it still has less that 50,000 miles. I guess to a lot of people, it's just getting "broken in", they would also probable say — "Hey Ron, stop tripping about low mileage, and just drive that sucker"!

Yeah, they're probably right



"This was all new to me – the sound of the engine and the way it's perky V-6 pushed us along past the local (45 mph) speed limit."

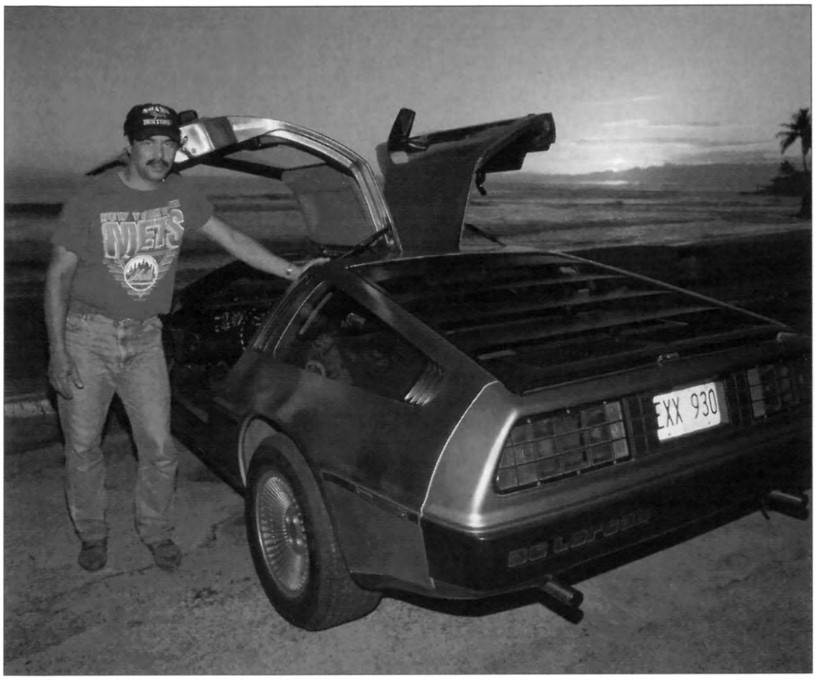
about that one. Besides, what am I supposed to do when I get to 50,000 miles?, put the car in mothballs until the year 2010?!

I've got a job that keeps me traveling about 15 days out of every month, and sometimes my DeLorean will sit there locked and covered for two weeks. I recently purchased a 'PowerTek battery regulator' from the guys in Houston, so I won't panic anymore when I decide to drive one day, and the battery just hums clicks as I sit there with that "oh, oh" helpless look on my face. Those days are over. One commitment I made to myself when I bought this DeLorean, was to take care of it. But, more importantly, I promised to make it better than it was originally. So I've been periodically buying and replacing old worn parts, and updating my DeLorean with newer improved components when the info comes out, and when I can afford it.

Since I got this DeLorean, I've had very few major problems with it. I would classify a DeLorean somewhere in the mid-level range for maintenance, spending less than most people would spend annually on their car's mechanical and electronic woes. But I can only speak from my experience. One day my radiator busted on me, and when I finally found a shop that wasn't "afraid" to work on a DeLorean radiator, they did a real good job, and welded on a new metal end cap that was far better and more reliable than the plastic ones assembled in Dunmurry. Most of my expenses have been to replace items on the car that are worn out, simply from 15 years of existence. I've replaced a few worn and broken belts, bought new power window switches, updated the electrical components and relays for the cooling fans, new solenoid switches for the electronic door latches, replaced all of the old headliner material, got all four wheels turned and put on new disk brake pads, new gas struts for the gull-wing doors and rear louvre hatch, a new stainless steel coolant bottle to replace the original plastic one, and a pair of new front tires. Except for a couple of standard tune-ups, oil change, spark plugs, etc., that's about it so far. It's probably not necessary to mention it, but I might as well admit this, because I'm sure a lot of other people have done this too:

I've changed over and totally improved my stereo system, adding quad speakers, and a CD player as well. About a year ago, I purchased a pair of upper door roof seals, but haven't installed them yet. And, I'll tell you why. All I have to do is ... find a place that isn't afraid to tackle the responsibility (and risk) of riveting into position the awkward fitting strips of rubber. It's quite a task, and, it's not as easy as some said it was. If you or someone else "screws up", you've got little dents poking up into your outer stainless roof panels, or, far worse, little holes! Neither Mike nor I wanted to mess with that. So ... after a

**"Another one of the 'trade offs' for having a DeLorean on an island: I'll never be able to "stretch her out" all the way up to the red zone. I'd love to take it to the top speed."**



couple of interviews and demonstrations to body men in a few specialty shops here, I was still stuck with a job nobody really wanted to touch. Right now, my rubber seals are riding around in my trunk with me.

One of the little problems with having a DeLorean on an island is, "being away from it all", literally. And my choices for skilled technicians is limited. If I have a major body work problem (God forbid) or any serious mechanical /electrical dilemma, I've got a compound problem to deal with. Fortunately, I've got a big technical support group behind me now (D.O.A.) and Mike has been invaluable with his expertise on most work I've had done on the car. However, getting the best advice is only half the solution. If I ever get into a real bad situation, I've got to find someone I can trust to do a good professional job. I can't just drive or get my DeLorean towed to the nearest DMC experts. It costs $575.00 one way to ship any car back to the mainland, and I don't even want to think about being in that position! That's one of the 'trade offs' for living over here. There's a few more of those too.

I guess I have to look at things like this: If I take care of the car, I won't have any major malfunctions. And, if I ever do, I'll just have to be "picky" about who does it. It's either that, or the other choice.

According to all my sources, there are 5 DeLoreans total in the state of Hawaii. Two on the island of Maui I'm sure of. Four years ago, I saw one at a Mazda dealer's used car lot. It had front and rear bumpers painted a shiny black, and a drooping driver's side gull-wing door. I have no idea what else was wrong with it. I was doing a quick "Walk-by" when the salesman saw me and shouted over several rows of cars — "For only $12,000, it can be all yours", he said with a smile. "And so can all the problems that come with it too", I muttered to myself. I decided to leave it alone. A few months later, I saw the same DeLorean for sale in the paper for $10,500. A real "Pandora's box" of fixing that one up, I thought. Forget about it.

About a year ago, I saw a red DeLorean for sale in the paper for $25,000, but I already had mine, and never fully appreciated the painted ones anyway. People have told of other "sightings" on the island, and maybe one day we will meet somewhere on the road. Maybe.

In Hawaii, the 55 mph speed limit is somehow "semi-strictly enforced". I say "semi" because I've seen a lot of guys breaking it, way beyond the double 5's. That includes me too. Driving this DeLorean in Hawaii is a real exercise in restraint. It's pure luck, or a miracle that I've never been stopped for speeding. Stopped out of curiosity but not for excessive speeding. I'm always reminding myself to watch my speed, mainly because it's so hard to drive the car slow. It seems to ride and handle so well in the faster speed ranges. The few times I've dared to take her up past 75 mph and hold it there for a minute or so, I was checking my rear view for that dreaded blue strobe flashing behind me. Another one of the 'trade offs' for having a DeLorean on an island: I'll never be able to "stretch her out" all the way up to the red zone. I'd love to take it to the top speed.

By now, I'm used to all the stares, smiles, and gawking I get driving on the highways over here. The car attracts attention just sitting in the parking lot of the bank or post office. But zipping along at 65 on the highway is another experience. I think some people expect you to be going fast, simply because a DeLorean just plain looks fast. Just about every other driver looks you over when I pass them. And it's not unusual to see the "what's that"? stare from drivers passing in the opposite direction either. First they notice this seldom-seen low front end coming at them, and by the time they pass me, all they get is a quick view of a low rear end with louvred deck rolling by on fat tires. It's a little amusing to see cars come up from way behind in my rear view, getting set to pass me, then slowing down just 10 to 15 feet off my left or right rear bumper to momentarily gaze at the unfamiliar distinctive shape, before speeding by. That happens a lot sometimes.

*... continued on page 38*

*... continued from page 17*

unusual double-Y chassis of the Esprit and the most simple front and rear suspensions possible without compromising reasonable handling. DeLorean had planned to make the underbody of a composite aluminum/fiberglass material he owned the manufacturing rights to. Again, Chapman figured, why bother, and decided to form the De Lorean's underbody by the molded resin system he used for the bodies of his cars.

The Peugeot-Renault-Volvo consortium had excess capacity for its PRV-6 DOHC V-6 engine/transaxle and was willing to make them available at a very reasonable price; so DeLorean chose that for the car. Although there had to be some De Lorean-specific parts, the vast majority of the parts came off someone's shelf.

Thanks to Lotus, the DeLorean was quickly taking shape. However, the operation, in the US and Dunmurry was hemorrhaging money. It was all going out ($700,000 a month to Lotus, for example) and nothing could come in until cars were built, shipped to the US and sold to dealers.

The first car came off the line in December 1980. Don't think of it as the first of a stream. It was built slowly over a number of days, and I can remember the excitement in the New York office as we got reports of No. 1 working its way along the line. It wasn't until March that a significant number were building in succession. DeLorean later wrote, "I had expected them to be bad; I couldn't imagine them being that terrible!" More on that later on.

I had joined the corporation the previous September, and viewed from the outside, we were on top of the world: DeLorean the genius at the helm, a new factory going into production. Protestants and Catholics working side by side, a long list of orders at $1,000 deposit each at each of the nearly 400 dealers, constant requests to me for information on our progress, and one request after another for interviews with the man himself. I didn't have to work to get publicity. I had to work to manage all the opportunities we had. I was working for a superstar.

### THE MONEY PROBLEM

My only problem in those golden days was getting John to fulfill commitments. He is, by his own admission, basically a shy person who much preferred an evening at home with Cristina and his children to suiting up for an appearance at an evening function. More than once, he had me cancel hours before he was to appear. In hindsight, this reluctance to mix and mingle played a part in the company's demise.

But it wasn't long before I realized things weren't as golden as they seemed. The money problem was big and getting bigger. The car was not ready to build and sell, but if we didn't build and sell we couldn't make money. Much-needed testing programs were canceled for lack of time and money. The only durability test of which I am aware involved two cars that were to be driven on the roads of Northern Ireland for 50,000 miles by a team of auto club members. One car was eliminated by a crash during the test. The other finished. The test was in Northern Ireland's moderate climate. There was no cold- or hot-weather testing.

In the States, a recession was building and the demand for cars of any kind was way off. In addition to a soft market, the rising cost of the pound was driving the cost of the DeLorean skyward, from the mid-teens to, finally, $25,000 when sales began.

The only way to stay afloat in the pre-on-sale days was to get infusions of money from the British. And it kept coming. When the government would hesitate, DeLorean would employ more workers, believing if there were enough jobs at stake, the Brits would not shut off the funds. To account for the additional workers, the annual production rate was increased. In his book DeLorean says the number was raised to 14,700. I specifically remember the number being 30,000. Regardless, more workers meant more money for wages.

## QUALITY ASSURANCE CENTERS

Finally, in the spring of 1981, cars arrived in the United States, first in California, then on the East Coast. C.R. Brown, in charge of Northern American operations, had expected some rough edges. This is what he found: "@#$%! I'll tell you what it looked like. It looked like somebody put a hand grenade in the front seat and set it off. All the guts were out. You couldn't ride in them...all the components [inside] were stuffed in. Doors wouldn't function ..." and on and on.

Brown set up three Quality Assurance Centers (QAC's, we called them Quacks) to fix the cars. They were in New Jersey, Detroit and south of Los Angeles. Nearly $700,000 was spent in June fixing the cars. In the first three months, we spent $2.5 million fixing cars that should have been right when they left the factory. Admittedly, quality greatly improved as production continued, but those "fixed" cars were the first we had to sell.

At first, all was great. Better than great. Some early bad reports in the press had little effect on sales. De Loreans were selling for $5,000 over sticker. Dealers had deposits on 20, 30 cars. But then, reports began to circulate of serious problems, things that no customer who had just spent $25,000 expected to happen.

Those first cars should never have been sold, of course, but had to be to get much needed cash.

I would later write in Motor Trend:

"The electrical system soon took over the No. 1 spot on the list [of problems]. It was, as Brown called it, a mess. At the heart of the problem was an alternator that was drastically under strength. Its maximum output was 75 amps, but with all the systems running, the car could easily draw 80 or 90 amps. Batteries were down and De Loreans were lying dead all across the country."

Soon there were reports of cars not running, of cars stopping on the highway, of doors not opening, of electronics burning up, and on and on. So quickly it made our heads spin, the deposits at dealerships were taken back. Lists of 20 customers dropped to one or two. After months and months of positive public relations, we were dead in the water; no demand for the cars and no money to keep things going in Dunmurry.

But we struggled on.

## THE FINAL MONEY PROBLEMS

While the US operations fought to regain some of the sales momentum of the earlier days, DeLorean got more money from the government and the factory in Dunmurry increased its production rate to some 400 vehicles a month. They began piling up in storage lots at the factory and at the facilities in New Jersey and California. We had a factory pumping out cars at an every-increasing rate for a market that simply couldn't absorb them.

When huge amounts of money are going out and very small amounts of money are coming in, it is only a matter of time. There is no need to go into all the details here of how DeLorean convinced the British government to add more and then more money to the effort. But eventually, the government simply said No. No more. It had invested between $160 and $200 million in the project, and was simply unwilling to invest more. The company went into receivership in February 1982 officially for its inability to pay $800,000 in interest it owed the British government.

*Below left: Fuel fills up front a la VW Beetle.*
*Right: Fixed windows have an access flap for tolls, shaking hands and so on.*

I left the company in April, with most of the New York staff following through the summer. Cars continued to be sold, of course. After producing something like 8,400 cars, the factory in Dunmurry was closed. The US operation struggled on into the fall, eventually reaching such a low point the California office didn't have enough money to pay the water bill or even buy coffee for the coffee machine.

Then came the events of October 18, and the story was effectively over. It had been the most dramatic rise and fall in the history of the automobile business. We will never see anything like it again.

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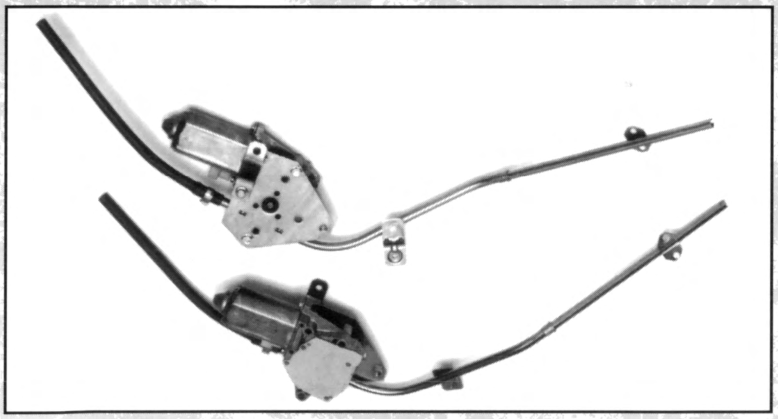

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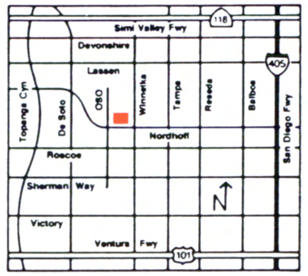
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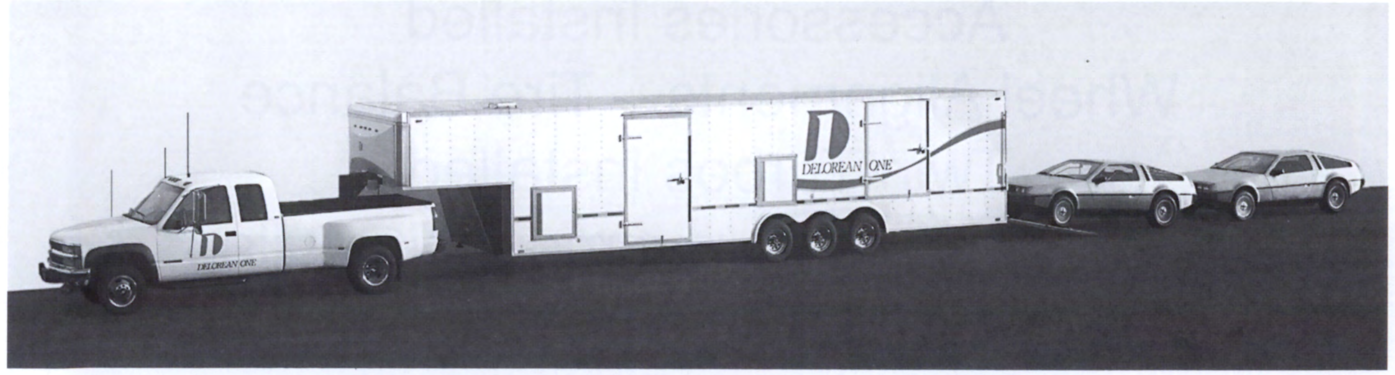
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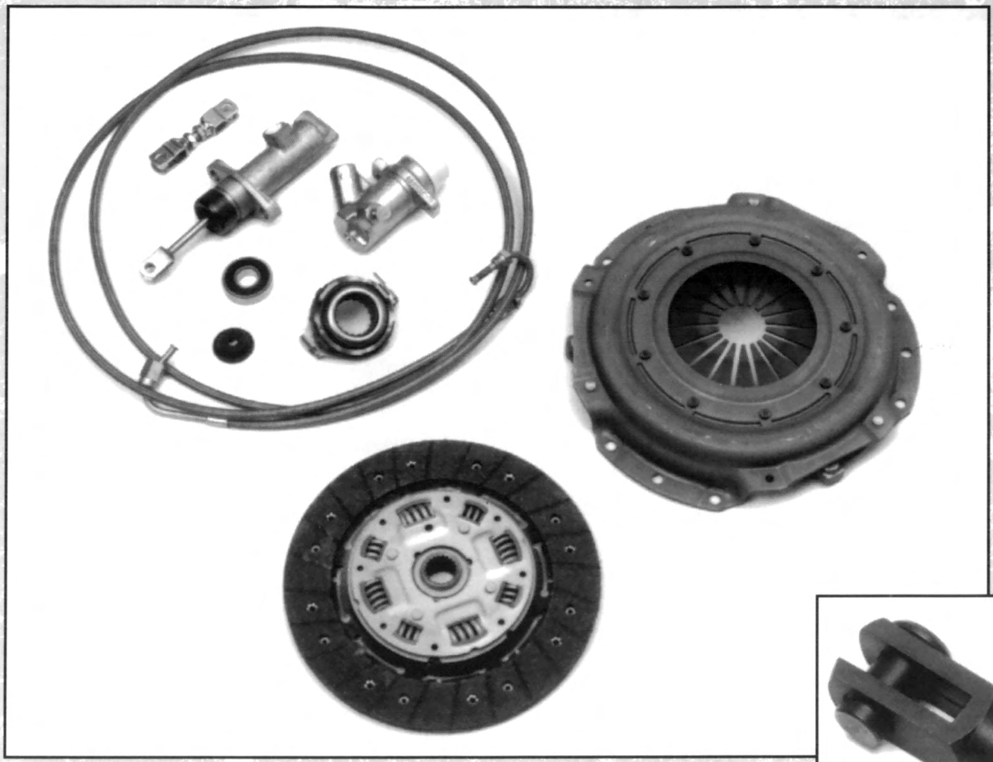

*__TECH TIP:__ Our service technicians apply a thin 50/50 mixture of wheel bearing grease and anti-sieze compound to the contact surfaces of the T/O bearing, clutch tube, primary shaft splines and clutch fork pivot. We always replace the clutch fork grease seal when servicing the clutch. This ensures smoother pedal engagement and eliminates clutch fork squeaking.*

Yes this is for five speed owners only. If your clutch is uncomfortably stiff, starting to slip or makes noise when depressed it is probably time for clutch replacement. It is not advisable to replace just the individual pressure plate, disc or throw out bearing causing the immediate problem. All three parts wear as an assembly and should be replaced together. Keep in mind that these clutch problems are often caused by previous or existing leaks in the hydraulic slave or master cylinder.

You should check your clutch fluid level every month or so and flush the system at least every two years. A decline in fluid level is the sign of a leak which must be fixed ASAP.

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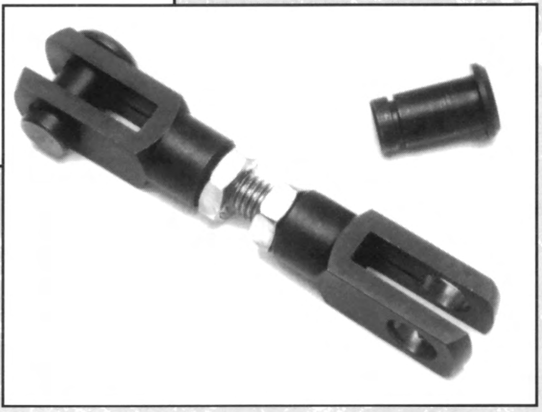
| 100843G | **Slave Cyl, Clutch (OEM)** | **$103.75** |
| **108637G** | **Stainless Braided Fluid Line, Clutch** | **$119.00** |
| **1CLUHYD** | **Complete Clutch System Kit** | **$639.00** |

***Includes all the parts listed above***



This clutch link allows extra pedal travel and eliminates grinding in reverse and first gear. The original supply of factory link kits were a simple, effective solution with one major flaw. They were not heat treated for durability and therefore had to be adjusted often due to rapid wear. This earned them a bad reputation. We have solved the problem by making our own version using tighter tolerances and heat treating the clevis' and pins to Rockwell C60 hardness. This affordable solution to clutch drag is simple to install and solves the problem for most owners without having to install the more expensive braided clutch line. We back it up with a lifetime warranty. Satisfaction guaranteed or your money back!

| | | |
|---|---|---|
| 133188G | **Adjustable Clutch Link Kit**<br>**(Lifetime Warranty)** | **$38.50** |

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HOME OF ZILLA™

PERFORMANCE ELECTRONICS

Volume 1 DMC Number 2

# John Z's very own De Lorean on site and for sale in Houston.

**Houston, Texas, 1996.** In a test run at Bridgehampton Raceway in 1981, the factory prototype, twin turbocharged, De Lorean VIN 502, blew the doors off of a Ferrari 308, a Porsche 928, and a high-performance Corvette. De Lorean 502 was driven by the editors of Road and Track and Motor Trend before it was featured in articles in both magazines.

De Lorean 502 became the personal use vehicle of John Z and was featured in exhibitions from coast to coast. In 1985, it was purchased from the De Lorean Motor Company bankruptcy sale by an agent for the current owner. It has been in his possession continually since, and with the exception of exhibition and maintenance, has been in storage.

> "For a limited time, De Lorean VIN 502, a truly unique car, exclusively on site and offered by DMC of Houston."

De Lorean 502 took more than two years of design, engineering, testing, and manufacturing at a cost in excess of $6,000,000, to complete. It's published performance reports of zero to sixty in under 6 seconds, and top sustained speed in excess of 165 m.p.h. are true. I have driven aftermarket turbos and engine swaps, and this car is far superior to any of those vehicles. In addition, it drives well in city traffic conditions.

De Lorean 502's collector value and future potential, in our opinion, exceeds any of the gold cars or movie cars. DMC has been exclusively commissioned to offer this car for a limited time only for $125,000. Call for further details on this unique automobile.

## A PROBLEM Explained. . .

As the weather warms, owners begin to pull their De Loreans out of storage, and our phone begins to ring. Whether the car has been sitting for a season or a decade, there is a common thread in the questions. It concerns the rough ride and the "thumpy" sing of a De Lorean on NCTs.

"Can I get a set of new tires like the originals?"

Well, yes and no. Goodyear NCT Performance Radials can be had from any major tire retailer at a price characterized here in East Texas as "semi-outrageous". Furthermore, the tread pattern is significantly different from the original and at the end of the day they are still NCTs: noisy and prone to flat-spotting.

When we have tires installed for repair customers or when owners ask us for specific tire recommendation, we choose Yokohama AVS Intermediates. This tire has an aggressive, grippy tread, runs quietly and resists flat spots, even in colder climates. They are V-rated to 130 mph and are priced reasonably by performance tire standards. Large retailers like Discount Tire or mail-order outlets will cut you a whole lot better deal on the AVS than on a Goodyear from Luxembourg.

Another problem that might result in a harsh ride, especially on a car that has been stored for some years, is shock absorber age. As the shocks get older, they get harder. A De Lorean, which has a hard ride anyway, will really give you a jolting with worn-out dampers. DMC has a large inventory of original Girling gas-charged shocks, a set of which will return to your De Lorean its original firm, sporty ride and the precise steering feel you remember.

## ACTUALLY COMPARE DE LOREANS ON ONE SITE!

DMC of Houston is, to the best of Stephen Wynne's knowledge, the only facility in the world where you can see – on one lot – five or six De Loreans for sale in various conditions and at various prices ranging from $10,000 up.

The opportunity to actually compare De Loreans on one site is an extraordinary option available to very, very few buyers in the past.

Add to this the mechanical reports on each car and the presence on the same site of numerous other De Loreans in various stages of service work – and you see what a remarkable moment in time this can be for the purchased-minded.

It is an ideal setting for making such a momentous purchase – and one not to be found anywhere else on earth.

## Quality, For Sale On Our Showroom Floor

The following De Lorean Motor Cars are for sale at our Houston showroom. All of these vehicles are in good-to-excellent mechanical condition. Price difference is primarily a function of cosmetic appearance and detail. For further information, technical assistance, or parts for your De Lorean, contact us at our toll-free hotline: (800) USA-DMC1 or (713)568-9573.

**1981**, MILEAGE 38728, 5-SPEED, GREY INTERIOR................**$19,500.** TEXAS CAR, NO RUST, ORIGINAL CONDITION, FASCIAS REPAINTED. SOME RECENT DMC SERVICE HISTORY. CLEAN AND TIDY CAR.

**1981**, MILEAGE 6453, AUTOMATIC, BLACK INTERIOR..............**$25,000.** THIS CAR WAS STORED FOR TWELVE YEARS AND OVER THE LAST YEAR HAS UNDERGONE MAJOR RESTORATION AT OUR FACILITY. VERY RARE GAS FLAP IN HOOD. ALL ORIGINAL WITH CORRECT UPDATES. A HIGHLY DESIRABLE DAILY DRIVER.

**1981**, MILEAGE 60234, 5-SPEED, GREY INTERIOR...............**$18,500.** WELL MAINTAINED CAR. LOTS OF RECENT SERVICE AT DMC. NEEDS A NEW OWNER TO DRIVE RATHER THAN STORE. PREVIOUS OWNER TRANSFERRED.

**1981**, MILEAGE 59475, 5-SPEED, GREY INTERIOR...............**$21,000.** FINE EXAMPLE OF A REFURBISHED DE LOREAN. EXTENSIVE MECHANICAL , BODY AND INTERIOR RENOVATION PERFORMED BY DMC IN THE LAST YEAR. A SOLID CAR FOR A DRIVING OWNER.

**1982**, MILEAGE 13192, 5-SPEED, GREY INTERIOR...............**$21,000.** WELL PRESERVED CAR. STORED INSIDE IN ALABAMA. HAS SINGLE TURBOCHARGER. JUST COMPLETED A MAJOR SERVICE, BRAKE JOB, AND A/C SERVICE AT DMC. RELIABLE, SPORTY FUN.

**1982**, MILEAGE 52370, 5-SPEED, GREY INTERIOR................**$22,500.** EYE-POPPING FERARRI RED PAINT. JUST COMPLETED RENOVATION AT DMC. EVERYTHING ALREADY DONE. DEPENDABLE HEAD-TURNER.

## CUSTOM PICK-UP/DELIVERY

In the long run, transporting a car to expert technicians is often cheaper than cleaning up the mess created by someone who has never worked on – who may never even have seen! – a De Lorean before. At the very least, you pay extra labor charges while an uninformed mechanic learns his way around this unique car.

DMC of Houston will provide transportation to its Texas facility. On an average, transportation runs $500 to $1,000 one way. In most cases, arrangements can be made to have the car picked up within a week or two of your order.

Let DMC pick up the car, do service work and road tests. You fly in and drive your De Lorean home. It will be in peak driving condition!

Or, De Lorean owners in cold climates may find it more convenient to transport the car to Houston for service and restoration work instead of storing the car during winter. It will be returned, spruced up and ready to go!

DMC

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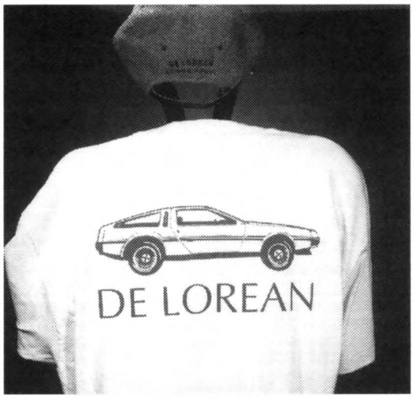
# Accessories Befitting a De Lorean Driver

## Excellent suggestions for year-round gifts!

### A FUN Way. . .

**FRONT**



**BACK**

**T-SHIRT** **$15.95**
100% cotton, famous name brand short sleeved shirts with DMC/De Lorean Motor Company on the front left and the De Lorean silhouette on the back. L & XL

**DRIVING CAP** **$17.95**
Exceptional quality gray wool baseball-style cap with a black bill, the famous De Lorean silhouette and DMC in black embroidery.

**MUG** **$6.95**
White marbleized top quality mug with logo.

**DRIVING SHIRT** **$32.95**
A famous brand 2-button Polo-style shirt (made in America) of 100% cotton pique with notched sides and finished collar, cuffs and hems. Ash (light gray) with the embroidered DMC logo and the famous De Lorean silhouette. M, L & XL

**BOXER SHORTS** **$14.95**
White, unisex shorts with continual, alternating patterns of DMC and De Lorean silhouette. M, L & XL

**SWEAT SHIRT** **$36.95**
Fleece wear, famous brand long sleeve sweat shirt in 90% cotton and 10% polyester. Double stitched, banded bottom. Charcoal embroidered on front. L & XL

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## MEMORABILIA

### Back To The Future™... The Fan Club

The worldwide organization of *Back to the Future™* enthusiasts of the three blockbuster films and the simulator rides, the cast & crew of the film series, and the DeLorean time machine vehicle. Membership is only $15.00 per year U.S. ($20.00 everywhere else), and includes four issues of the ***Hill Valley Telegraph*** newsmagazine, a free membership kit, free classified ads, and *BTTF* merchandise ordering information. Please make checks or money orders payable in U.S. funds to Stephen M. Clark. For more information, contact

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**FREE ASSOCIATION VIDEO** - Order either $50.00 in back copies of DeLorean World magazine, or $100 in a single Association products order, and receive a FREE copy of the new "The DeLorean Owners Association" video. Add $7 shipping, plus 8.25% tax for California residents. **DeLorean Owners Association Products,** 1617 Del Valle Avenue, Glendale, CA 91208. Fax/Phone: 818-547-3638 for credit card orders.

**Tee Shirts** - Children's (2-4, 6-8, 10-12, 14-16) White: Adults (S, M, L, XL, XXL ) White. **NOT JUST A CAR** printed above picture of DeLorean (Turbo Manifold Ad) and **A DREAM** beneath. $12.00 ea. includes shipping in USA. Turbo Manifold Co., 207 Ridge Rd., Wheatly Hts., NY 11798 (516) 491-1248.

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## DELOREANS FOR SALE

**1981 5 SPEED DeLOREAN** - mint, fully serviced, original owner - grey leather - car cover - always garaged and covered — 49,000 MILES, $14,500 - 602-813-2910

**1981 DeLorean,** 50,000 mi., New Turbo Eng, Stainless, Garaged $26,000 w/ old engine or OBO, Dr. Parker 602-264-4848

**1981 DeLorean,** VIN#02445, excellent condition, 10,400 miles, black interior, very rare gas flap in hood, major professional service just completed, sacrifice $16,800. Call Don (540) 772-0225, Virginia.

**1982 DeLorean,** 30k Miles, Grey Interior, Top Condition , Not Painted $13,000. 619-329-1463

**1983 DeLorean,** 17,000 miles, 5 speed, black interior, stunning white paint, show winner always garaged. Professionally maintained for reliable everyday driving. Many extras. $20,000. obo. Matt (314) 822-3917

**1983 DeLorean,** Black Leather, 5 Speed, Garaged, Car Cover, Original Owner, VIN 16731, 32,000 miles, $18,500, (312) 670-0185.

## PARTS AND ACCESSORIES

**EMERGENCY FANBELT:** A must for every car. You can change fanbelts on the highway without tools. This reusable adjustable belt fits any car equipped for V-Belt $25.00; serpentine belt $38.00 including S/H. CA residents must add 8.25% sales tax. Contact: Richard Shipman, 10568 Ashton Avenue, Los Angeles, CA 90024-5140. (310) 474-8194.

**TWIN-TURBO UP-DATE KITS AVAILABLE.** If your car has the original kit on it and you wish to have catalytics installed, we have an up-date kit which includes everything necessary to up-date the kit on your car to the way the kit is now sold. Call Turbo Manifold Co. at 516-491-1248 to receive your information packet.

**DELOREAN DEALERSHIP SIGN AUCTION!!** Fine condition, but never opened. Free delivery possible. Starting bid min. $1500. Bill Stroud, 915 South Main, Laurinburg, NC 28352-4700 or (910) 276-8202.

**WANT TO BUY,** BRA, NEW OR EXCELLENT CONDITION, JACK SKEENS (501) 836-9542 - FAX (501) 836-4042

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Body Panels.
Left Front Fender = 2100
Right Door =1600
Left Door = 1600
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Blemished Hood = 300
assorted other parts,
call Damien 814 - 453- 2302

**1982 DeLorean Parts:** complete driver side door, driver side rear quarter, motor – trans, axle shafts, rear wheels, some mech parts call 919-383-6187 NC 10 a.m. – 9 p.m.

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## DeLorean in Paradise

*continued from page 25*

The DeLorean was made for cruising. Going 75 mph on the twisting roads and hills over here is a real treat in this car. The curves come up quickly as my DeLorean hugs the road tightly. DeLoreans perform their best when they are moving. It doesn't do well in bumper-to-bumper traffic. Which is why I try to avoid rush hour situations. DeLoreans can get a little temperamental in slow moving, stop-and-go traffic, by slowly getting hot and working those dual fans overtime. I'm always glancing at my temperature gauge and watching it rise slowly when I get stuck in heavy traffic. And I must admit, I get just a tad uneasy until traffic picks up again. Believe it or not, traffic can get bad over here too, depending on the time.

Contrary to what many would believe, some roads in "paradise" aren't paved with the even handed smoothness you might expect. And zipping along at 65 or more, you find a variety of unexpected dips and bumps that will give your lotus-designed suspension a real workout. One of my considerations in getting this car was how well it was designed to deal with the road conditions. There's no time for admiring the spectacular mountain and ocean views when I'm zipping my way around the hills and curves of Oahu Island.

DeLoreans are well equipped to handle the twists and turns of the landscape here, as well as a grand-prix race track, but I hate to be rattled by a sloppily repaired section when I hit one at high speeds. But it responds well to the road conditions, and I never feel that I've punished my undercarriage after a long drive. With a conscientious driver behind the wheel, a DeLorean will do what it was designed to do – handle the road.

Actually, the only real complaint I have, is the 22 mpg's I get. I wish the mileage was better, especially for the price I'm paying for 92 octane over here.

When I climb behind the wheel of my DeLorean, I go through some kind of transformation. I feel different, and driving this car you learn to drive it with a different sensibility as well. With a small but not overbearing awareness of what you're driving, you take command of the car, and drive it with a different attitude. By that I mean, you are fully aware of the high visibility of the car, you know you are being checked out all the time, front side and rear, coming and going. And you drive it more carefully, not like you're scared, but with a cautious mode of looking out for the other drivers who may not be as careful as you are.

You get a good feeling driving a DeLorean automobile, knowing deep inside it was worth every dollar you paid, even if you did have to wait for it.

It's a special limited edition car, and you can take pride in knowing you've got one unit in a total of only 8,583 produced that will bring you years of driving pleasure, no matter where you happen to live.

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**NOTICE!!!!**

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Jan Detanna
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Santa Fe Springs, CA 90670
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### CLASSIFIED and DISPLAY ADVERTISING DEADLINES

**Volume 13, No. 4 Oct. 1, 1996**
**Volume 14, No. 1 Jan. 1, 1997**

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

### QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

### PERFORMANCE

- 0–60 mph .................... 6.3 seconds
- Top Speed ..................... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

### REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

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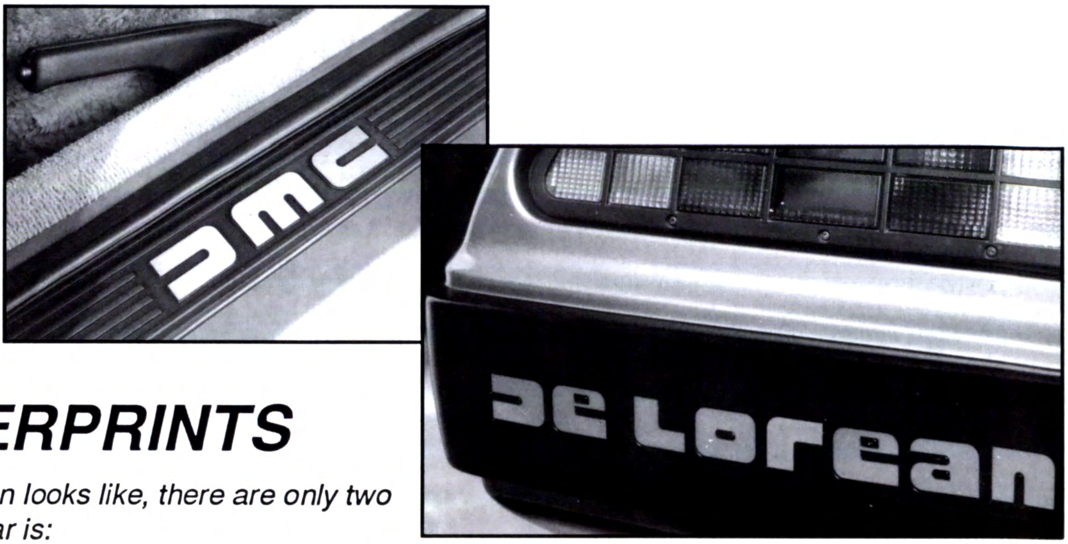

## REDUCE FINGERPRINTS

*If people don't know what a DeLorean looks like, there are only two places they can find out what your car is:*
*(1) You,*
*(2) That almost invisible debossed word on the rear bumper.*

So, you park your car at the mall. You leave. Then people clamber all over it trying to figure out what it is.

If you adhere these high quality, stainless steel letters with the lifetime adhesive backing to your rear bumper, they'll know what your car is as far away as Crown Books. Then there's no need for them to put their hands all over your car.

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| **DDMC12** | Tread plate DMC logo set (for the 2 sides) | **59.91** |
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